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THE BULLETINS WILL NOT APPEAR DURING THE HOLIDAYS. NEXT ISSUE WILL BE JANUARY 4, 1954.

Christmas Day in Miniature—From shining Star of Bethlehem to smallest lamb, this Christmas crèche (Bulletin No. 4) is an example of the skill of an Austrian sculptor. The beautifully carved and painted representation of the Nativity scene is displayed during the Christmas season at the National Geographic Society's headquarters. It was brought from the Austrian Tyrol by Volkmar Wentzel of the Society's staff.

VOLKMAR WENTZEL AND JOHN E. FLETCHER

UMI

Butter, cheese, frozen meats, wool, and hides are the chief exports. No other land—the United States included—exports as much foodstuff per capita. Since most of it goes to the British Isles, New Zealand has earned the name "Britain's larder."

New Zealanders apply modern scientific methods and machinery to dairying, sheep rearing, and other farm work. Only one person in four is employed directly in agriculture, but two more work in the freezing plants, creameries, tanneries; in transportation of farm products, or in marketing and other trades that depend on the farm.

Maoris Crown Own King—Most New Zealanders are of families which emigrated from the British Isles within the past century. About 120,000 are native Maoris, dark-skinned Polynesians, intelligent and Christianized. They center chiefly around inland Rotorua on North Island, a region of mineral baths and geysers. They continue to crown a king of their own, but elect representatives to the islands' Parliament and enjoy equal rights in every way.

New Zealand has a good standard of living with little poverty and no great individual wealth. Neat homes with modern comforts, garages, and family cars are the rule. Social security, hospitalization, price supports for farm products, a minimum-wage law are welfare measures pioneered in the Dominion, beginning with an old-age pension in 1898.

The royal pair will reach the four chief cities in the order of their size. After Auckland, with its 340,000 people, comes Wellington, New Zealand's capital, at the southern tip of North Island. Rugged hills almost ring its harbor on Cook Strait. With its fast-growing industrial suburb, Lower Hutt, it is a city of 200,000.

On South Island, Christchurch, a city of 175,000, lies at the edge of the grain-growing Canterbury plains of the east coast. Typically English with its cathedral, gardens, and winding river, it lies a few miles inland from Lyttleton, its port. Dunedin, 100,000, founded by Scots, is the "Edinburgh of the south." Ten other cities have 20,000 to 35,000 population each.

In this land of surprises, the travelers will gaze at a synthetic heaven of stars formed by so-called glowworms as they drift on an underground river in Waitomo Caves. They will see the flightless kiwi bird; the rare lizardlike tuatara; and daisies that grow on trees. They will see snow on the Southern Alps, glaciers, fish-filled lakes, boiling mud pots, and volcanoes.

References—New Zealand is shown on the National Geographic Society's map of the Pacific Ocean. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

For additional information, see "New Zealand, Pocket Wonder World," in *The National Geographic Magazine* for April, 1952; "Finding an 'Extinct' New Zealand Bird," March, 1952; "The British Commonwealth of Nations," April, 1943; "New Zealand 'Down Under'," February, 1936; "Waimangu and the Hot-spring Country of New Zealand," August, 1925; and, in the GEOGRAPHIC SCHOOL BULLETINS, April 28, 1952, "New Zealand Harbors Contradictory Wildlife." *(Issues of The Magazine not more than 12 months old are available to schools and libraries at a specially discounted price of 50¢ a copy. Earlier issues sell for 65¢ a copy through 1946; $1.00, 1930-1945; $2.00, 1912-1929. Write for prices of issues prior to 1912.)*

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UMI

THE AUCKLAND WEEKLY NEWS

Billowing Sails Stream out of Auckland Harbor—Nine well-escorted craft, competing in a rugged 1,500-mile ocean race to Sydney, Australia, start for the roaring Tasman Sea. Auckland, New Zealand's largest city and overseas air terminal, spreads over low background hills.

Bulletin No. 1, December 14, 1953

Royal Travelers Visit New Zealand

Elizabeth II, Britain's Queen, plans to deliver the customary Christmas message of the British sovereign while at Auckland, New Zealand. Traveling around the world with her consort, Prince Philip, Duke of Edinburgh, she will experience the summertime Christmas of the Southern Hemisphere, where seasons are reversed.

The royal party expects to tour New Zealand for five weeks. They will discover a land shaped like a boot being held up for water to drain out. In fact, the South Pacific Dominion has much the shape, size, and climate of boot-shaped Italy. But in keeping with its "down-under" position, its boot is inverted and reversed. It is divided at the ankle-top into two main islands.

Two Million New Zealanders—North Island, shoe of the New Zealand boot, matches Pennsylvania in size. It contains two-thirds of the dominion's 2,000,000 people and more of its well-watered, arable land than slightly larger South Island, mountainous leg of the boot.

Agriculture is the keystone of New Zealand's economy. Auckland is the center of a great dairying region covering the western part of North Island and counting 5,000,000 cattle. About 34,000,000 sheep graze on eastern plains and mountain slopes of both main islands.

continued experiments in the countryside near Dayton. In those days many persons agreed with Sir Isaac Newton, who in 1687 "proved" mechanical flight was impossible.

But the pioneers kept at their task. By 1905 they had flown 24 miles nonstop. In 1908 Lieutenant Thomas E. Selfridge became aviation's first fatality while testing a plane with Orville Wright. A year later the globe shrank a bit when Louis Blériot of France flew the English Channel. In 1911 John A. D. McCurdy flew 95 miles over water from Key West to Cuba, Eugene Ely landed a plane on the cruiser *Pennsylvania,* and Calbraith Perry Rodgers flew from Long Island to Pasadena in 70 hops, 49 days, and 16 accidents.

War Sprouts Wings—In World War I planes were used, first for reconnaissance and later for attack. Nations learned that aviation must be keyed to defense and that commercial aviation must have Government encouragement. In 1919 British flyers flew nonstop from Newfoundland to Ireland; and hopped from England to Australia in 28 days. In 1924 two United States Army planes circled the globe in 175 days. Richard E. Byrd in 1926 winged over the North Pole and in 1929 the South Pole.

By then, epochal flights were becoming commonplace. But no single achievement before or since has so caught instant public fancy or given aviation a greater stimulus than the unheralded flight of Charles A. Lindbergh, the "Lone Eagle," from New York to Paris in 1927.

Today, airline passengers leaving New York reach Paris in 13 hours compared to Lindbergh's 33 and one-half. They reach Chicago in three and one-half; Los Angeles, nonstop, in less than 8; Tokyo in 39. In a few short years, jet-powered air liners, already introduced by the British, may greatly reduce these flying times.

References—For additional information, see the three commemorative aviation articles in *The National Geographic Magazine* for December, 1953; and numerous other articles listed under "Aviation" in the *Cumulative Index to the National Geographic Magazine* in your school or public library.

Try, Try Again—Wilbur Wright narrowly missed becoming history's first flyer December 14, 1903, when the frail plane stalled before take-off and nosed into the sand. Three days later both brothers flew—Orville first.

UMI

NORTH AMERICAN AVIATION, INC.

The Old and the New Since Kitty Hawk: A Sabrejet Roars Past a 1912 Pusher

Bulletin No. 2, December 14, 1953

Fifty Years of Powered Flight

By plane and automobile visitors flock to Kitty Hawk this week. At near-by Kill Devil Hill on North Carolina's Outer Banks the year-long Golden Jubilee of the airplane's birth reaches its climax in a four-day program, December 14-17.

Scores of 1953 commemorative events have helped fix December 17, 1903, in the public mind. On the sloping dune of Kill Devil Hill man's age-old dream of flight in a powered, heavier-than-air machine was then first realized (illustration, back cover).

Bicycle Makers Fly—Wilbur and Orville Wright, bicycle makers from Dayton, Ohio, made four short flights in turn that morning in their frail, kitelike Wright *Flyer*. Orville first coaxed the two-propellered biplane 120 feet forward into the wind for a memorable twelve seconds aloft. Wilbur made the longest flight—852 feet in 59 seconds. Plane, fuel, and pilot weighed 750 pounds.

Compare this with the swept-wing rocket research plane recently piloted at 1,327 miles per hour—nearly 2,000 feet per second!

Most newspapers ignored the 1903 flight. The Wright brothers found press and public so skeptical that they concealed the progress of their

is a treasure house of historic and archeological wealth on the south shore of the Mediterranean Sea. Its history may go farther back than that of any other known land. Recent reports tell of finding an early human jawbone in the area of Gebel el Akhdar, near Bengasi on the coast. Archeologists believe it to be that of a young Neanderthal woman, 18 to 25 years old. They estimate she lived at least 80,000 and perhaps more than 100,000 years ago.

Leptis Magna, a city which has been buried for ages under Libyan sands, once paid Rome a tribute of a million pounds of olive oil each year. Excavation and study in recent years have shown that there is "nothing to compare with it for sheer grandeur outside of Rome and Ba'albek." Ba'albek (ancient Heliopolis) is in modern Lebanon.

Libya is one of the few nations to boast two capitals. The National Assembly meets in Tripoli to make the desert nation's laws. Six hundred miles eastward stands Bengasi, where the king, Sayyid Mohammed Idris el Senussi, conducts the affairs of his estimated million or so subjects. Both cities lie in the narrow, well-watered, and fertile coastal belt which contains three-fifths of the population. Derna's chalk cliffs rising sheer from the waters remind travelers more of those at Britain's Dover than of Africa.

Most of Libya's 680,000 square miles is arid desert inhabited by nomadic, or seminomadic tribes clustering around oases where barley, wheat, and dates are cultivated. Hides and skins are exported, as well as vegetable oils, salt, sponges, tobacco, esparto grass, and a little wheat. Yet old records show that Libyan fields and granaries sent 29,000 tons of cereals to Greece during the great famine of 331 to 323 B.C.

American Base Still Maintained—During World War II the hot sands of Libya provided an arena for battles in which British Empire forces fought Italians and Germans. Later the United States Air Force moved in. It now maintains Wheelus Field at Tripoli.

The first United States contact with Libya was long before World War II. In the early 1800's the pirates of the Barbary Coast preyed on American shipping, demanding ransom. To put a stop to the practice, the young American Republic dispatched Lieutenant Stephen Decatur to bombard Tripoli. He landed a Marine detachment which marched overland to Derna and captured it. When they raised the Stars and Stripes it was the first time the American flag ever flew over an Old World fort. The action helped inspire the rousing line, "To the shores of Tripoli," in the Marine hymn.

Libya today is made up of Tripolitania, Cyrenaica, and inland Fezzan. In addition to recent armies, the land has suffered invasion by Greece, Rome, Egypt, Turkey, and Italy. But the two-year-old nation gives testimony this Christmas Eve that the Libyans have outlasted them all.

References—Libya is shown on the Society's map of Africa.

For additional information, see "Red Cross Girl Overseas," in *The National Geographic Magazine* for December, 1944; "Americans on the Barbary Coast," July, 1943; "Old-New Battlegrounds of Egypt and Libia," December, 1940; "Cirenaica, Eastern Wing of Italian Libia," June, 1930; and in the GEOGRAPHIC SCHOOL BULLETINS, January 21, 1952, "Libya: New Kingdom on an Ancient Shore"; and "Libya, A New Kingdom, Flies a New Flag," April 23, 1951.

UMI

MAYNARD OWEN WILLIAMS

Leptis Magna Rises from Libyan Sands—Once a busy port, and the birthplace (A.D. 146) of Roman Emperor Septimus Severus, this ancient north African city, 70 miles east of Tripoli, provides the answers to many archeological questions. Here columns of its once classic theater are being assembled for restoration.

Bulletin No. 3, December 14, 1953

Young Libya Has Old Family Tree

Tiny tot among today's community of nations, Libya possesses a family tree reaching so far into the past that its roots are lost in prehistory. The fledgling African country, hatched by the United Nations, proclaimed its independence as "The United Kingdom of Libya" on December 24, 1951. Thus this Christmas Eve it will be celebrating its second birthday.

The new kingdom, like a modern political Minerva, sprang full-grown into being, aided by friendly older nations. It possesses few developed natural resources and little money. Its first two years have been a period of organization. The United States provided technical aid, largely agricultural. The United Kingdom helped financially in return for bases and other privileges.

80,000-year-old Jawbone—Reborn from an ancient kingdom, Libya

would end and the sun come back from its journey south, and the Romans decked the altars of their gods with green branches, today's beloved Christmas tree is one of the newer traditions. When the missionary Boniface went from England to Germany in the eighth century he did not try to halt the Teutonic custom of worshiping Odin's sacred oak. Instead, he persuaded the people to substitute for it an evergreen tree decorated in honor of the Christ Child.

Legendary Tree Lighter—More than eight centuries later Martin Luther is said to have lighted a tree with candles because he wanted to share with his wife and children the joy he had experienced at the sight of a forest of snow-covered, starlit evergreens. Homesick German emigrants brought the custom to the United States as Prince Albert of Saxe-Coburg-Gotha introduced it to England after his marriage to Queen Victoria. The first Christmas trees were decorated in the United States no earlier than 1840.

One of the most charming Christmas-tree legends is that of the tidy housewife who hung simple gifts for her children on the branches of a small evergreen the night before Christmas. During the night a spider industriously clouded her work with a dingy web. The Christ Child, realizing how disappointed the mother and children would be, touched the cobwebs to silver. Tinsel has been one of the favorite tree decorations ever since.

Whole forests of evergreens have moved to city markets for the coming holidays. Millions of pines of many types; their fluffy cousins, the spruces, balsams, and firs; cedars with branches like stiff green lace; hemlocks with their bristly twigs colored royal blue, snow white, or a greener green than nature originally dyed them, await adornment of silver and gold and all the colors of the rainbow in lights and dazzling ornaments.

Gigantic Outdoor Trees Establish Traditions—The outdoor Christmas tree has become a special feature of American community spirit. Among the best known are the huge tree which the President lights on the White House lawn every Christmas Eve; the towering giant whose thousands of lights twinkle down on the sunken plaza of Rockefeller Center in New York City; and the colossal live oak in Wilmington, North Carolina, said to be the world's largest Christmas tree. The example of Hollywood's Santa Claus Lane has been followed in towns and cities across the country. Outdoor trees are lighted in city gardens and on front lawns of farmhouses, and for weeks the country gleams with a shining display of Christmas spirit.

Older than the tree and in wide use is the Christmas crib, or crèche. This beautiful custom dates from the forest crib St. Francis of Assisi arranged near his home in the little Italian town of Greccio in 1223. A representation of the manger where Christ was born is the shining center of a scene showing Mary and Joseph, and the humble animals which traditionally were present. These cribs are made of many materials, often beautifully carved and painted wood (illustration, cover), ceramics, or papier-mâché. They are usually displayed from Christmas Eve until January 6, feast of the Epiphany, which recalls the visit of the Three Wise Men bearing gifts to the stable in Bethlehem.

UMI

EDWARD L. GOCKELER

Adirondack Christmases Are White—Sleigh bells jingle as northern New Yorkers track forth with a two-horse open sledge to harvest Christmas trees. Every year the region ships thousands to city markets. Continuous planting maintains the supply.

Bulletin No. 4, December 14, 1953

Many Christmas Customs Antedate Christ

The ancient Druids revered the mistletoe. Witches in pagan times were reputed to be afraid of holly. Evergreens represented everlasting life to the ancients. Why, then, should these green and pleasant shrubs be traditional Christmas decorations in the 20th century?

Today's Christmas customs are a combination of traditions, many of which have come down from ancient times. Because wise Christian missionaries wanted innocent pagan customs to continue, ceremonies which were old when Christ was born have gradually lost their original meaning and become a part of Christian celebrations.

The holly wreath with its glossy, spike-edged leaves and bright red berry clusters is a descendant of the sprigs placed over doors and windows in olden times to ward off the evil spirits that were supposed to fear it.

The Druids considered mistletoe sacred and cut it from its parent tree with golden sickles. This parasite, which grows on both evergreen and deciduous trees, was a plant of peace to the early Scandinavians. Enemies meeting below a clump of the yellow-green plant with its pearly white berries declared an overnight truce. From this ritual may have come the modern custom of kissing under the mistletoe. A spray placed over a doorway was a pledge of friendship, confirmed by a kiss.

Although the Druids held evergreen boughs as a symbol that winter

the trade—at least it seemed "good" to hard-working fishermen who had known only the rugged life on the Georges and the Grand Banks. But more tempting still were the sights and smells on the Gloucester docks piled high with redolent cacao, coffee, coconuts and other tropical fruits, and precious hardwoods for the cabinet maker.

Surinam's modern cargo lists are topped by bauxite, ore from which aluminum is refined, and the United States is its chief customer. Bauxite is more useful in the air-and-machine age if less glamorous than the wares which lured the New Englanders south in the days of sail. Wandering starry-eyed among these tropical treasures, boys of Gloucester grew into young men who believed that Paramaribo was the end of the rainbow, Utopia, or a dream come true. Manning the Surinamers, they kept them swinging south until the storms of Cape Hatteras and the ills that beset old ships claimed the last vessel.

References—Surinam is shown on the Society's map of South America.

For further information, see "Color Glows in the Guianas, French and Dutch," in *The National Geographic Magazine* for April, 1943.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, February 13, 1950, "Polyglot Surinam Gets Self-Government."

Aluminum for the Air Age—Surinam is an important producer of bauxite, from which aluminum is refined. The claylike ore, named for the French town of Baux where it was first discovered, is taken from underground mines and open pits. It is crushed and cleaned at waterside plants, then shipped, chiefly to the United States, for refining. Canada is also a good customer.

AP FROM PRESS ASSOCIATION, INC.

Bulletin No. 5, December 14, 1953

Surinam Trade Was Gloucester's Glory

One of the strangest combinations in foreign trade ever known flourished for many years between the quiet fishing port of Gloucester, Massachusetts, and jungle-girt Surinam, the Netherlands territory on South America's northern coast.

Commerce between these oddly assorted associates probably began by accident. A Gloucester shipmaster, beyond reach of his shipowners on a regular West Indies run—salt codfish for rum—took off on his own little adventure down beyond the Caribbean. The time was between the American Revolution and the War of 1812. The captain's name is unknown today.

Cruising up the steamy Surinam River, the skipper came to Paramaribo, capital of what is now Surinam. Often called Dutch Guiana, the territory was officially Netherlands Guiana until 1948. There he loaded his ship for the return voyage with exotic tropical products. The cargo so fascinated the men of Gloucester that they were to keep returning for more for half a century—until the American Civil War hampered trading along the Atlantic coasts.

Nice Trade if You Can Get It—Once they acquired the trade, the captains from the little New England port needed all their Yankee shrewdness to keep it. On the politically unsettled Guiana coast, the master of a "Surinamer" could never be sure whether he would be dealing with the Dutch, British, or French. Ships from other nations competed for the wares, the way was long from Cape Ann to the warm seas, and in the early days pirates lurked off every headland.

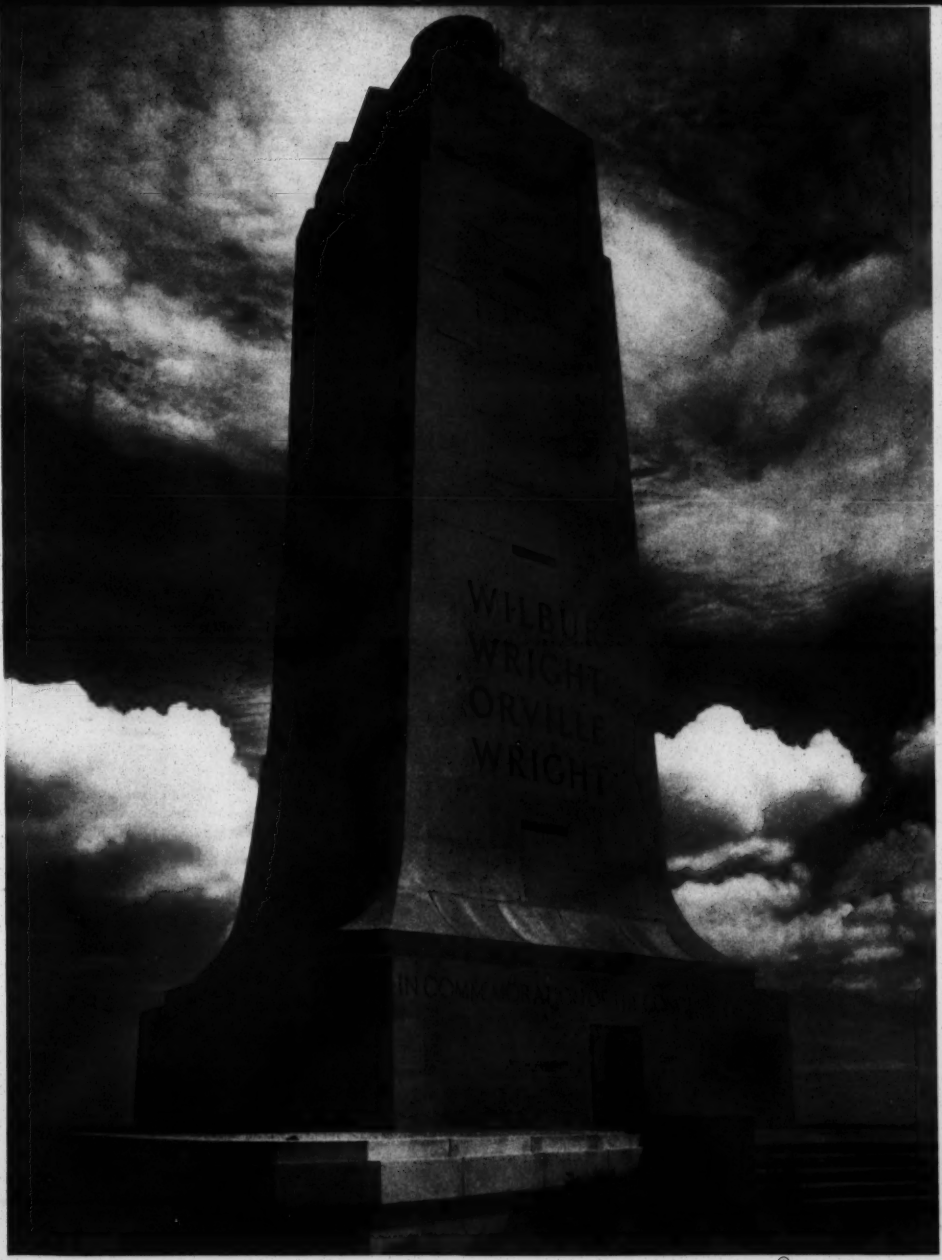
Early in the 17th century Dutch traders settled in what is now British Guiana, and French and British farther east. Eventually the area was sorted out into British Guiana, French Guiana, and Surinam.

But for the accidental trade with Surinam, Gloucester might never have had important commerce of its own. Starting in 1623, Gloucestermen long traded salt codfish to Spain and the other Latin countries of southern Europe for their fruits and wine. It was not a steady business and it brought little profit.

The captains from Gloucester had to share the West Indies trade with the sailing ships from Nova Scotia and the "pungies" and schooners of the Chesapeake. Gloucester fishermen who dreaded the rigors of winter on the Newfoundland Banks ran down to the more moderate waters of the Chesapeake to dredge for oysters.

Gloucester's halibut fishermen ranged the coasts of Greenland, Iceland, and Labrador, but called ashore only for bait and supplies. One famous halibut schooner went to the Pacific Northwest through the Strait of Magellan. There the captain and his crew taught the Pacific fishermen the art of catching halibut—and got themselves into trouble by poaching sealskins.

Money—Plus Tropic Glamor—Was a Magnet—A strange aspect of the Surinam run was the determination and single-mindedness with which the Gloucestermen pursued it. For one reason, there was good money in



(SEE BULLETIN NO. 2)

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Shrine of Aviation's Devotion—Thousands visit the Wright Memorial atop Kill Devil Hill December 14-17, climaxing aviation's Golden Jubilee. Only five bystanders witnessed the first powered flight here December 17, 1903. Most newspapers ignored the story at the time. Congress authorized the 60-foot triangular pylon in 1927. Its beacon is seen by flyers for many miles. Before grass was planted to stabilize the famous dune, wind and weather had moved it a few hundred feet southward. A granite boulder to the north marks the actual take-off point of the first flight.